





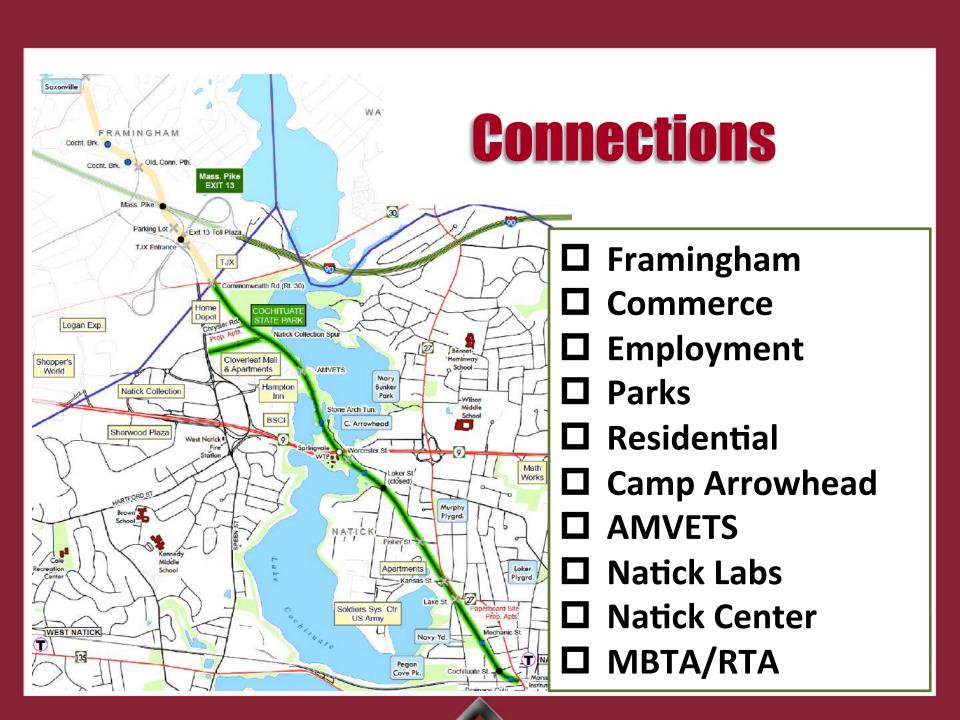
The Big Picture

- Design: 25% almost done, final design scheduled for 2017; TM funding, 2006 through 2014
- Saxonville Branch: 2016 acquisition subject to TM appropriation, state funding, private fundraising
- Wonderbread Spur: 2016 taking, subject to TM authorization and legal process
- □ Construction: scheduled to start in 2018 with federal and state funding
- ☐ Opening: anticipated late 2019/early 2020

What's proposed

A paved, multi-use trail and linear park connecting Natick Center and Saxonville
Non-motorized use (and emergency vehicles)
Connections to transit, business, recreation, residential destinations

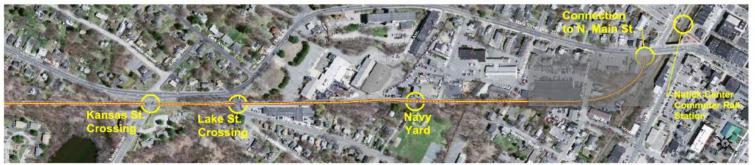




Overall Map









Upcoming meetings

- ☐ MassDOT Design Public Hearing, TBA
- ☐ CRT Advisory Committee public meetings
 - Environmental testing
 - Safety planning
 - Draft trail regulations
 - Continue with design
 - Oversight and maintenance

It's for everyone

□ Walkers	☐ Wheelchair users
☐ Strollers	□ Skateboarders
□ Bird watchers	☐ In-line skaters
☐ Commuters	☐ Cross-country skiers?
☐ Joggers	■ Natick Labs workers
☐ Cyclists	☐ Pedicabs
☐ Shoppers	□ People watchers
☐ Park/Field visitors	■ Emergency vehicles

Natick Timeline

freight and passenger 1846

Last Natick freight service 2005

Natick Task Force established 2006

25% design initiated 2014

CSX agreement 2015

Final design 2017

Opening 2019-20

1936 last passenger service

2006 CSX abandonment

2010 Conceptual design

2015 TIP funding approved

2016 Acquisition

2018 Construction



Framingham Timeline

1846 freight and passenger

1973 last Framingham freight service

2003 CRT Committee established

2010 acquisition from MA

2011 TIP funding approved

2010-13 Sewer construction

2015 Opening

1936 last passenger service

~1983 abandonment

2008 trail design

2010 25% design initiated

Ongoing – com'l abutter issues

2014-15 CRT construction



Town Groundwork

- **□** 1999: Town requested CTPS study
- **□** 2006: Preliminary report: roadmap
- **□** 2007: abutter research/neighbor input
- **□** 2007-2013: appraisals *
- □ 2007: install barriers (rails/ties removed) *
- □ 2008: community forum
- **□** 2010: conceptual design study *
- □ 2012: transit study (combined use infeasible) *

^{*} Funded by TM Appropriation

Town Groundwork

- ☐ 2012: wetlands/topographic survey *
- **□** 2014: Project initiation with MassDOT
- □ 2014: 25% design initiated *
- □ 2015: 25% design submitted *
- □ 2016: 25% design revised at southern end *
- ☐ 2015: "early acquisition" approval
- ☐ 2015: CSX negotiations
- ☐ 2015: CSX agreement



^{*} Funded by TM Appropriation

Support and Advocacy

- 1997+ public and private advocacy in Natick and Framingham
- □ Ongoing collaboration with Framingham
- 2006 mitigation funding by Natick Planning Board and MassHighway



Design sequence

- □ Conceptual design (2010)□ Project review/approval (2014)
- □ 25% design (2014+)
 - □ Project submission/initiation
 - Review and comment; approval
 - ☐ Public hearing
- ☐ 75% design (2016)
- **□** 100% plans, specs, estimates (2016/2017)
- □ Project advertising and construction (2018)

Acquisition

- ☐ The town must negotiate with CSX, which requires its own appraisal methodology
- ☐ Can't use eminent domain for Saxonville Br.
- □ Town received "early acquisition" OK from Federal Highway Administration
- ☐ Appraisals ranging from \$3.3mm \$14.5 mm
- ☐ P&S used 2013 values, adjusted for land area
- ☐ \$6.345 million cost for Saxonville Branch

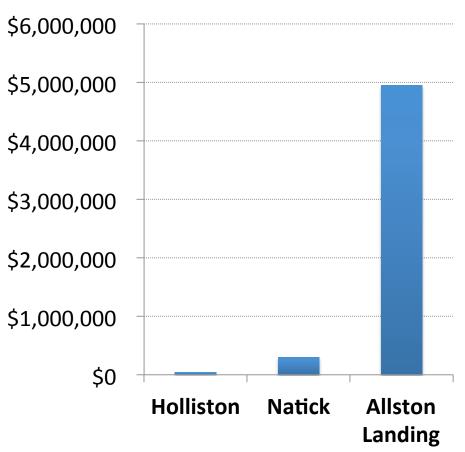
Eminent Domain?

- □ ICC Termination Act of 1995 established "railbanking" to preserve RR corridors intact; this preempts state law on takings
- ☐ Saxonville Branch is subject to railbanking and cannot be taken by eminent domain
- Wonderbread Spur <u>is</u> subject to taking, subject to Town Meeting approval. (A taking is not necessarily adversarial.)



2015 CSX Transactions





- □ Upper Charles Trail: \$660,000 / 15.8 acres
- CRT: \$6,345,000 / ~21 acres
- ☐ Allston Landing: \$97 million / 19.6 acres



Town Meeting support

Design and research (mitigation + "40R" funding) ☐ December 2006: \$107,250 ☐ Spring 2007: \$30,000 ☐ Spring 2011: \$362,750 ☐ Spring 2014: \$300,000 **Acquisition (former "conservation fund")** ☐ Spring 2016: \$2.5 million (requested) Construction oversight/final design ☐ Fall 2016: \$50,000 (estimated - mitigation)

Proposed funding sources

- 1. Town Meeting (mitigation funds) \$2.5 mm
- 2. Requested state appropriation \$3.0 mm
- 3. Fundraising (Friends of Natick Trails) \$1.0 mm
 - Contingency: if the Town does not fund the acquisition, the parties can walk away



1. Town Meeting – stabilization fund

- ☐ Requires TM approval by 2/3 vote
- □ \$5.5 million available, intended primarily for acquisition of parkland and open space
- ☐ Virtually all the money in this account was generated by development in West Natick
- □ Source is primarily "Floor Area Ratio" payments in exchange for high density projects at the Mall / TJX



2. State appropriation

- □ 2014 Transportation Bond Bill includes legislative authorization up to \$3 mm for CRT, subject to Governor's appropriation
- ☐ Funding requested by Natick, Framingham, state legislators, General Growth Properties, Distinctive Hospitality, TJX Corp, Cloverleaf
- ☐ Cited in draft MassDOT capital plan



An additional \$157 million is programmed for multi-use paths (such as the Cochituate Rail Trail in Framingham/Natick, the extension of the Bruce Freeman Rail Trail in Concord, the Columbia Greenway Rail Trail in Westfield, the World War II Veterans Train in Norton/Mansfield and the Ashuwillticook Rail Trail extension in Lanesborough/Pittsfield)



3. Private Fundraising

- ☐ Friends of Natick Trails, recently incorporated as a non-profit
- □ Recent agreement with Town to dedicate funds for acquisition

Friends of Natick Trails Mission

- ...To support the creation and maintenance of the ...CRT, by promoting private donations for land acquisition and trail maintenance and encouraging public participation in the development and maintenance of the CRT.
- To promote outdoor recreation and alternative transportation within our community and to encourage and support collaboration within and between communities to ensure the safe enjoyment of the trail network ...



Wonderbread Spur

- ☐ Special Town Meeting Article 2
 - The Town can do a taking, as this land was never subject to railbanking
 - Cost (if any) will be determined
 - No appropriation is currently requested



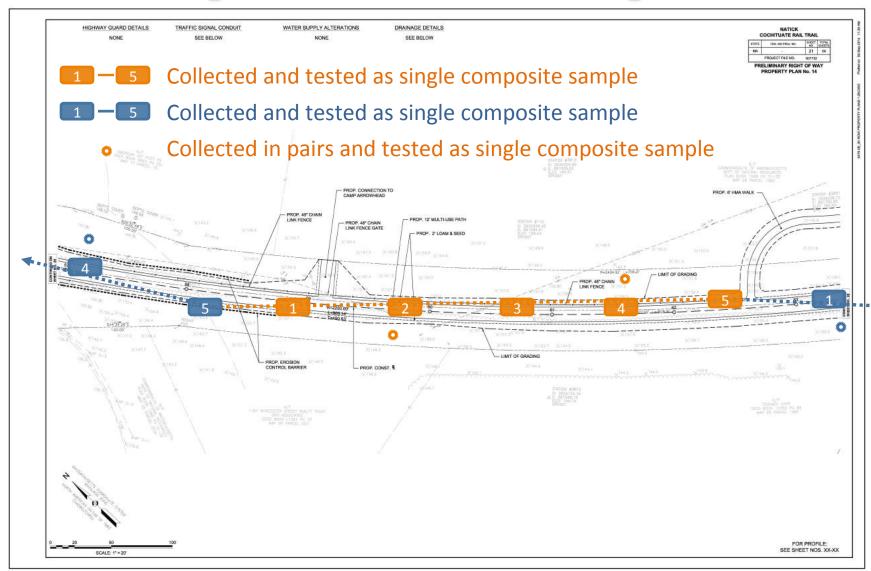
Environmental testing

☐ Purchase and Sale is subject to Phase 1 testing ■ Remediation at seller's expense and discretion ■ Town assumes liability at closing ☐ Conceptual Design and 2008 Phase 1 report identified historic areas of concern ☐ Testing will sample the right of way and all areas planned for use **□** Public hearing to review environmental tests

Environmental testing scope

- ☐ The Saxonville Branch and Wonderbread Spur will be tested for soil contaminants along their lengths
 - **≥**30 composite samples along railbed
 - **Each composite consists of 5 individual samples**
 - **≥**28 composite samples off-trail within ROW
 - **≻**Each composite sample consists of 2 individual samples
- ☐ The Town has budgeted for testing where previous land uses and/or testing indicates additional sampling is needed.

Representative samples



30 railbed locations





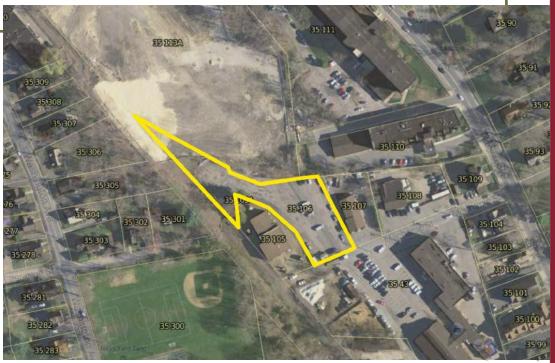
11 Mechanic Street

□ 2007 purchase from CSX under "right of first refusal" <1 acre for \$375,000</p>

☐ Parking for CRT and Navy Yard Field, about 70

spaces





Construction

- ☐ Approved by Boston Metropolitan Planning Organization July 2015
- □ \$7 mm+, 80% federal/20% state funding *
- ☐ Bid date April 2018
- * Similar funding for Route 27, 27/9, Oak/9



Abutter Access and Concerns

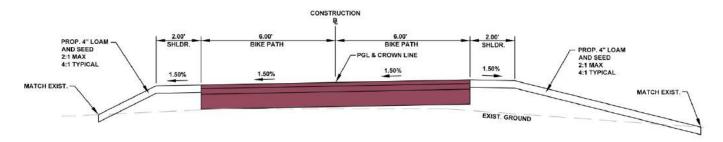
☐ Reminder: no approved public access yet! ■ Any abutter will be able to connect to the trail ■ Major abutter connections are being designed (e.g. Camp Arrowhead, Amvets) More connections will be planned as design continues ☐ Abutters have raised safety questions; CRT committee is developing safety plan/draft regs

Natick Center Connection

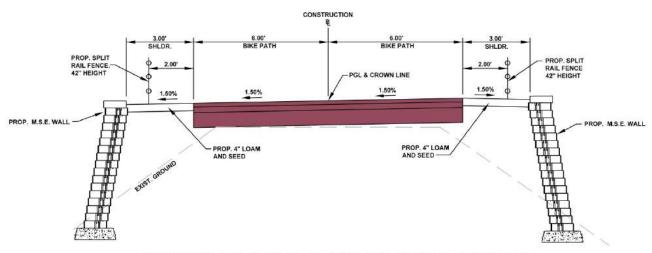
- ☐ Original design brought trail up to grade next to MBTA station
- **□** 25% design review identified issues:
 - Drainage system at station; need for vehicle access to station; costly ramp up to grade; adjacent redevelopment sites; pending station redesign
- ☐ Interim design terminates CRT at Willow St.
- MBTA station design can integrate CRT



Typical Sections



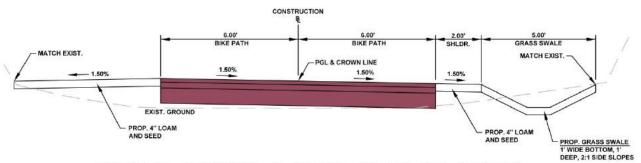
TYPICAL SECTION 1



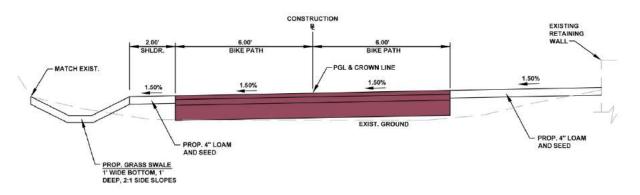
TYPICAL SECTION 2 (AT KEYHOLE TUNNEL)



Typical Sections



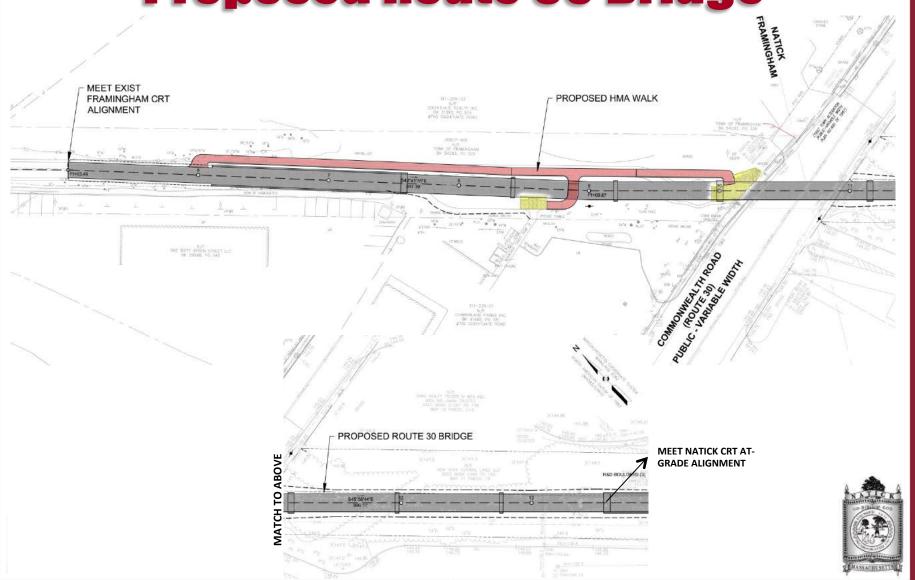
TYPICAL SECTION 3 (WITH SWALE ON RIGHT)



TYPICAL SECTION 4 (WITH SWALE ON LEFT)



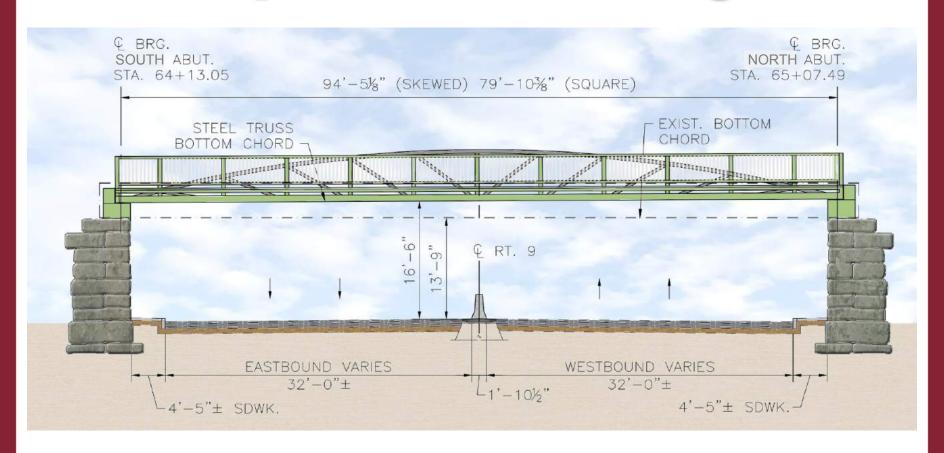
Proposed Route 30 Bridge



Proposed Route 30 Bridge



Proposed Route 9 Bridge



Design funded by MassDOT

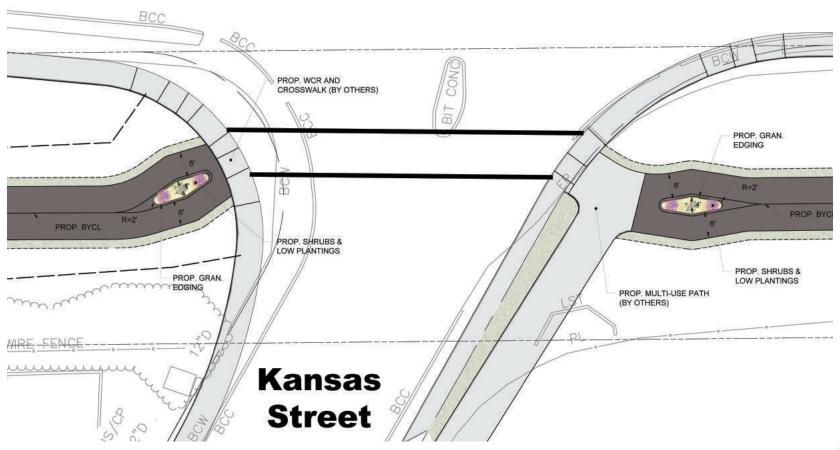


Proposed Route 9 Bridge



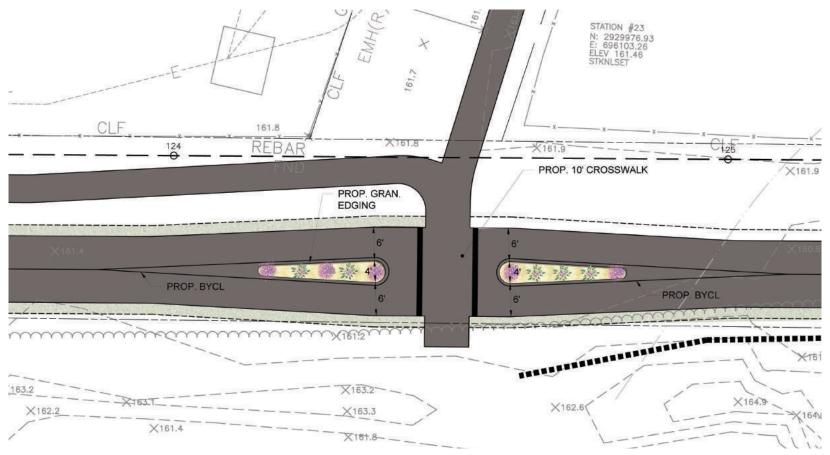


Crossing at General Greene Ave.



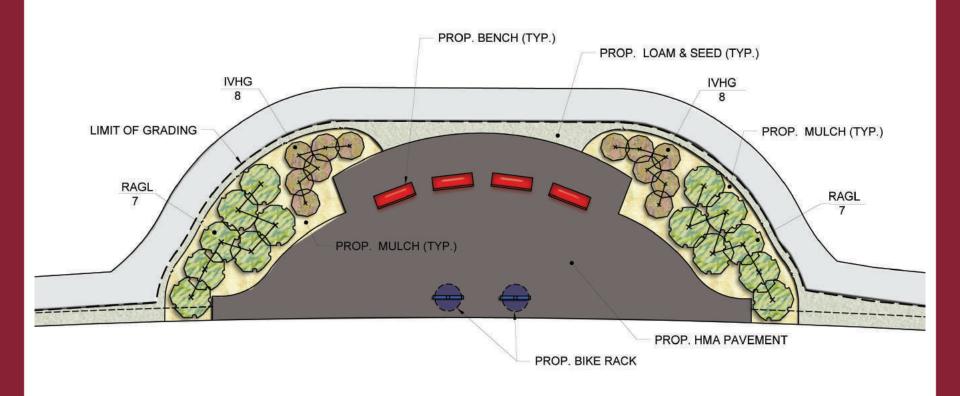


Navy Yard Field/Mechanic St.



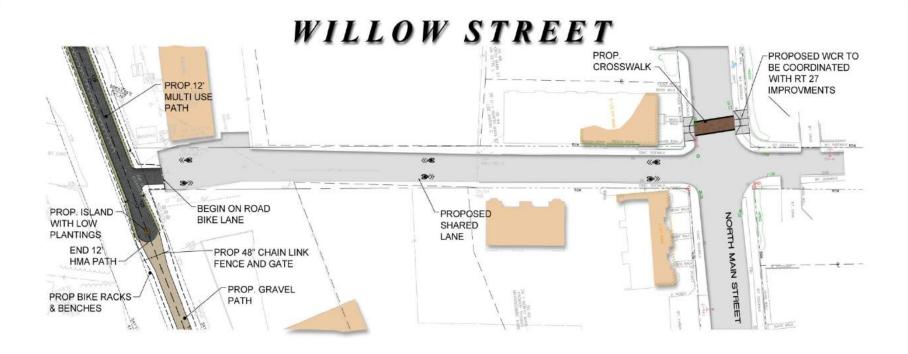


Typical Overlook





Willow Street Connection





Anticipated Milestones

- Design Public Hearing Summer 2016 (Tentative)
- 75% Design Summer 2016
- 100% Design December 2016
- Final Contract Documents (PS&E) June 2017
- Right of Way Certificate July 2017
- Advertising/Construction FFY 2018



Framingham Section





Approach to Route 30



Framingham Section





Typical trail section



Framingham CRT





At-grade crossing



What's left?

■ Environmental testing – underway ■ Metes and Bounds survey – underway **□** Wonderbread Spur taking (subject to Article 2) ☐ State funding, private fundraising ☐ Safety plan, oversight, maintenance plan Design public hearing, final design ☐ Easements, construction and oversight Natick Center MBTA station design timetable,

final connection to Natick Center

Acknowledgements

☐ CRT Advisory Cmte ■ MassDOT **Board of Selectmen BETA** □ Friends of Natick Trails Conservation Com □ Future donors □ Planning Board ☐ Town Meeting □ Boston MPO Natick residents ■ Legislators □ Town of Framingham ☐ Town staff **Town Counsel** ■ Supporters and critics